

**MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM**

Property Name: _____ Inventory Number: ~~J-1-0006~~ CH-696

Address: Culvert on Valley Road, Charles County - in the vicinity of La Plata

Owner: Charles County South

Tax Parcel Number: _____ Tax Map Number: 43

Project MD 301 Agency State Highway Administration (SHA)

Site visit by SHA Staff: X no ___ yes Name: _____ Date: _____

Eligibility recommended ___ Eligibility **not** recommended X

Criteria ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G X None

Is property located within a historic district?: X no ___ yes Name of District: _____

Is district listed?: X no ___ yes

Documentation on the property/district is presented in: Project Review and Compliance Files

Description of Property and Eligibility Determination *(Use continuation sheet if necessary and attach map and photo)*

The concrete culvert located on Valley Road is constructed of concrete abutments, channel, and parapet wall. The parapet wall is articulated by a central etched square flanked by etched rectangles on each side of the wall and a concrete cap.

Charles County has not assigned this culvert a structure number because it does not meet their minimum size requirement.

The increase in population and development in Southern Maryland after the first quarter of the 20th century required the improvement of existing roadways and the introduction of new routes. The extension of the Crain Highway to the Potomac and the completion of the Governor Harry W. Nice Memorial Bridge spanning the Potomac River Bridge near Pope's Creek in 1940 served to link Charles County with transportation networks from Florida to New York. This, in turn, brought more development and suburbanization to the area surrounding La Plata. In response to the increased traffic, the State Roads Commission began widening the Crain Highway as part of the U.S. 301 project in

Prepared by EHT Traceries, Inc.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ___

Eligibility not recommended X

Criteria: ___ A ___ B X C ___ D Consideration ___ A ___ B ___ C ___ D ___ E ___ F ___ G ___ None

[Signature]
Reviewer, Office of Preservation Services

10/27/99
Date

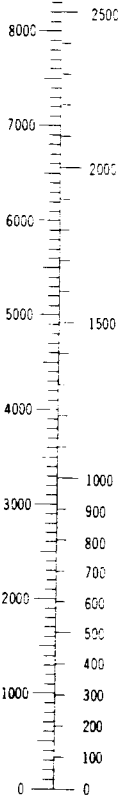
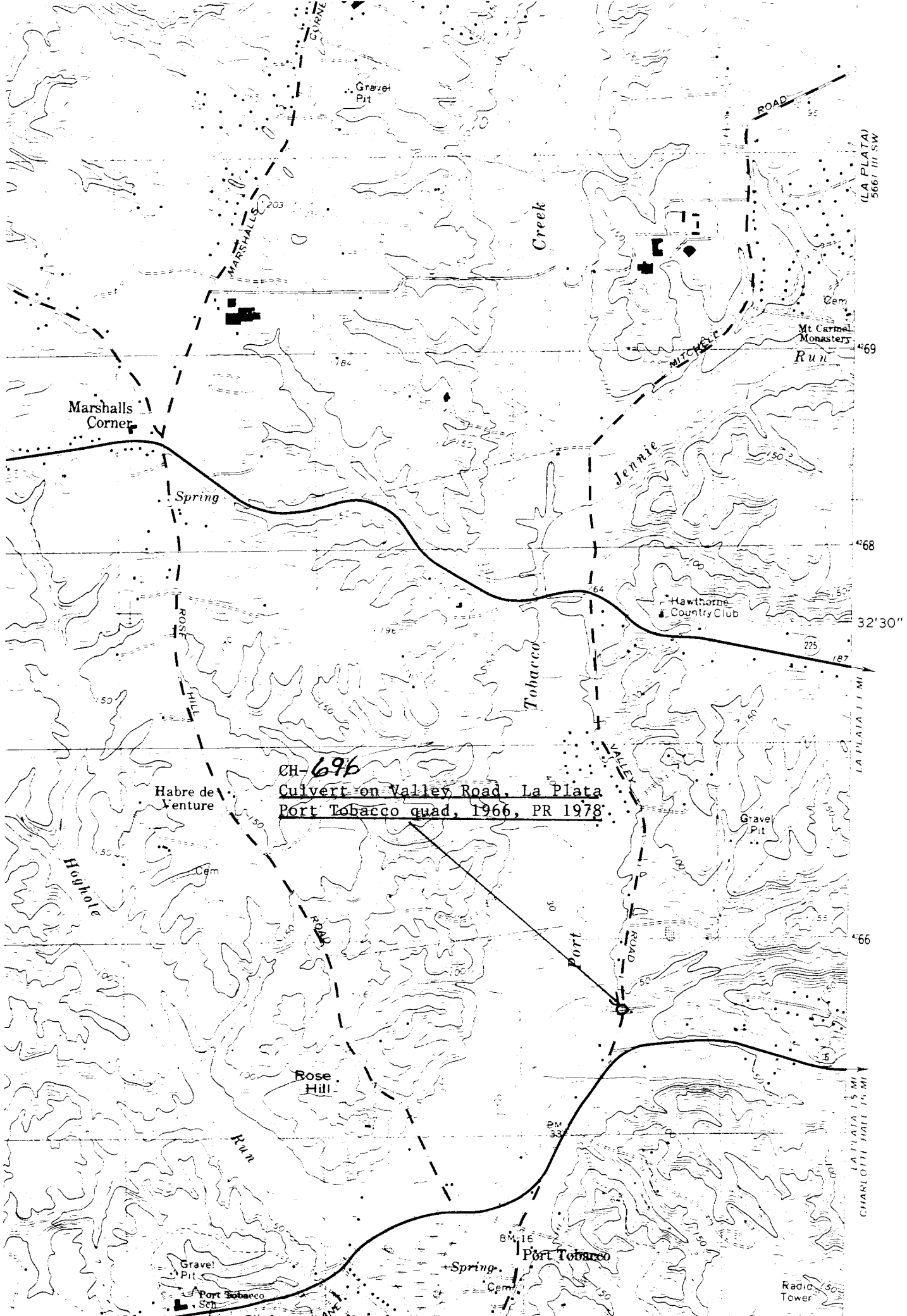
[Signature]
Reviewer, NR Program

10/28/99
Date

the late 1950s.. Dualization of the roadway consisted of constructing two additional lanes while the earlier two lanes remained to carry traffic in the opposite direction. Use of U.S. 301 for commercial traffic declined when Interstate 95 was completed in the late 1960s.

Built circa 1940, this concrete culvert is not eligible for the National Register. While it is typical of roadway improvements surrounding La Plata, this resource lacks significance related to events, persons, or architecture. Criterion D, information potential, was not assessed for this study.

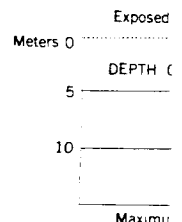




Feet	Meters
1	3048
2	6096
3	9144
4	12192
5	15240
6	18288
7	21336
8	24384
9	27432
10	30480

To convert feet to meters multiply by 3048

To convert meters to feet multiply by 3.2808





CH-696

~~J-1-0006~~

Concrete Culvert on Valley Road

Charles County, MD

Traceries

June 1999

MD SHPO

View looking northeast

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